

25X1A2g

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SUPPLEMENT TO
REPORT NO.

This report is a continuation of [REDACTED] it covers shipments of the Soviet-controlled Vienna transport agency, Juschmeschtrans (also called Yuzhtrans in previous reports), for the periods 20 September to 10 October 1948, and 12 to 27 October 1948. For the period of 20 September to 10 October, source believes he has included approximately one-half of the total volume of business. For the period of 12 to 27 October, source ~~believes~~^{has} listed roughly two-thirds of all shipments to the USSR, and from 50 to 75 percent of total shipments to other countries.

a. Western Europe

No shipments to Western Europe of goods originating in Austria are reported for this period. However, Juschweschtrans handled the following shipments of goods in transit through Austria to, or from, Western Europe. This practice, by which Juschweschtrans transports through Austrian certain shipments which would normally be carried to destination by the shipping company to which the goods were originally consigned, is a Soviet device designed to give Juschweschtrans a share in the freight charges.

38 tank cars, each containing 30 tons of diesel oil, from Maszova in Szony, Hungary, to Basel, Switzerland. This transaction was arranged by the firm of Wabag, Zurich.

18 to 20 carloads of livestock from the Danzas transport firm in Buchs, Switzerland, to the USSR. This shipment, which was made on 10 October 1948, is the first of its kind handled by Juschweschtrans.

92 tons of specular iron (Spiegeleisen) from the USSR to Alpine Montan in Donawitz, Styria. Alexander ABEL of Wabag, Zurich, acted as intermediary in the transaction. Comment: It is believed that the foregoing may be an error; shipment from Alpine Montan to the USSR would seem more logical.)

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NO CHANGE in Class.

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40 carloads of Magnesite from the Oesterreichisch-Amerikanische Magnesit A.G. at Ferndorf, Carinthia. During September 1948, Soviet transport authorities ordered a total of 167 cars for transporting various materials to the USSR; 40 of these were used for magnesite.

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Comment: Some time ago Oesterreichisch-Amerikanische Magnesit A.G. negotiated an agreement with Soviet representatives, probably with the Soviet Trade Delegation in Vienna, whereby the magnesite company agreed to deliver 2,000 tons of magnesite to the USSR. Payment was to be made by the USSR partly in dollars but mostly in fuel oil. Deliveries under this contract were finished during October 1948, and a second agreement was signed for delivery of an additional 1,000 tons under similar conditions. The 40-ton shipment listed here is probably a delivery under the first contract.)

c. By plane to Moscow

52 crates were delivered from the Goerz optical firm in Vienna to Voelau airfield in Lower Austria for shipment to Moscow by plane. These crates contained the following instruments:

270 voltmeters

300 ~~resistors~~ resistors (Nebenwiderstaende)

150 microammeters, valued at 2,000 schillings each (market price)

d. Hungary

25 tons rayon thread from the Glanzstoff-Fabrik in St. Poelten, Lower Austria,

Lower Austria, to Mased, Budapest. Mased is the Hungarian counterpart of Juschweschtschans.

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250 tons of newsprint from the Croellwitz-Obermuehl paper mill at Obermuehl a.d. Donau, near Neufelden, Upper Austria, to Mased, Budapest. This purchase was made by Laszlo Deutsch. Comment: A similar shipment was reported in paragraph 2 h. of [redacted] The name of the intermediary was given as Geza Deutsch.)

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40 carloads of pit props, amounting to 1,000 cubic meters, from Lackenbach, Burgenland, (Soviet Forest Administration), to Dorog and Ajka (Hungarian State Mining Administration).

e. Yugoslavia

None reported

f. Germany

650 tons of narrow gauge track from the USIA depots at Wiener Neudorf and Enzesfeld to the Soviet depot at Schwarzenberg near Dresden. The depot in Germany was formerly a locomotive factory.

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200 trough dip cars (Muldenkipper), each weighing 350 kgs., from the USIA depot at Moosbierbaum, via a depot in Enzersdorf, to Dresden-Schwarzenberg. Comment: See [redacted] paragraph 11.)

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10 carloads, 20 tons each, of steam pipes for boilers from St. Aegyder Eisen- und Stahlwerke, Lower Austria, to Dresden-Schwarzenberg. Some cars went directly and some via Wiener-Neudorf.

20 new tank trucks from Steyer-Daimler-Puch, A.G., Vienna X, to a Soviet headquarters in Berlin.

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3,000 cubic meters, or approximately 250 carloads, of milled lumber from the Soviet-controlled estate at Allentsteig, Lower Austria, to Tschecho-Slavica company warehouses in Ceske Velenice and Horni Dvohist. Originally, 2,000 cubic meters of this lumber were earmarked for SAIMA (Societa Anonima Innocente Mangili Adriatica), Trieste, but since no export permit was granted by the Austrian Government, the shipment was diverted to Czechoslovakia.

200 cubic meters of plywood from Klosterneuburger Holzindustrie, G.m.b.H., to Tschecho-Slavica.

2 carloads of rails from the St. Aegy Iron and Steel Works to Tschecho-Slavica.

100 tons of lead from Wiener-Neudorf.

h. Shipments via DDSG

Shipments by Danube barge to Ismail, ^{USSR} Russia, included the following:

a schilling shortage, Megerle is beginning to sell in quantity on the

10 tons of paint and lacquer from the Ludwig Marx company at Gaden near Moedling, Lower Austria.

86 tons of copper and aluminum cable from the Ariadne Draht- und Kabelwerke A.G., Vienna XXI. The cable is in rolls, each approximately 500 meters long and weighing about 3.5 tons. The 86-ton shipment consists of 25 rolls.

42 tons (12 rolls) of cable from Wiener Kabel- und Metallwerke A.G.

35 tons of cable (10 rolls) from Felten & Guilleaume A.G.

41 transformers, each weighing 600 kgs., from Siemens-Schuckert, Siemensstrasse 88, Vienna XXI.

25 transformers from AEG-Union, Vienna.

6 tons of copper wire for dynamos from Siemens-Schuckert, Siemensstrasse plant.

100 electric motors, each weighing 70 kgs., from AEG-Union.

140 electric motors, each weighing 100 kgs., from AEG-Union.

25 electric motors, having a total weight of 6 tons, from Brown-Boveri Werke A.G., Vienna.

4 carloads, or 60 tons, of rayon thread for weaving from the Glanzstoff-Fabrik, St. Poelten.

30 large threshing machines, driven by electric motors, and weighing 900 kgs. each, from Hofherr & Währantz, Vienna XXI. These machines were moved by rail from Floridsdorf to the DDSG docks in Vienna.

7 commercial washing machines, each weighing 800 kgs., from Strakesh and Boner, Vienna-Voesendorf.

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300 tons of newsprint from the Croellwitz-Obermuehl paper mill to the DDSG warehouse at Zwischenbrücken, Vienna XX.

10,000 pitchforks from the Wilhelm Abt firm in Wopfing, Lower Austria; by truck to the DDSG docks in Vienna. These pitchforks represent approximately

2. Shipments made by Juschweschtrans, 12 - 27 October 1948

a. Western Europe

100 Italy

100 tons of iron for reinforced concrete.

100 tons of iron rods (^{Rundeisen} ~~Rundeisen~~) from the USIA warehouse at Wiener Neudorf to SAIMA, Trieste.

250 tons of newsprint from a USIA warehouse at Strebersdorf to SAIMA, Trieste.

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Comment: The Austrian Government has granted export permits for these two shipments to SAIMA, but they are being held up by OSIPOV of USIA. Both transactions were handled by the Wabag Company of Zurich.)

35 tons of newsprint from the USIA warehouse at Wiener Neudorf to the Fructus Company in Milan, via Innsbruck.

27 tons of plywood from Klosterneuburger Holzindustrie A.G. to Hermann Mueller in Trieste.

2) Western Austria

2 cigarette-manufacturing machines, each weighing 3.4 tons, from Hofherr & Schrantz to the Austrian Tabakwerke A.G. in Linz.

✓ 800 cubic meters of pulp wood from a Soviet-controlled forest to Brueder Kranz, paper factory in Rechberg, Carinthia.

10 tons of galvanized iron from Schmidhütte, Krems, to the S. Ehrenletberger iron firm in Linz.

10 tons of galvanized iron from Schmidhütte, Krems, to the Tiroler-Roehren- und Metallwerke, A.G. in Hall Salbad, near Innsbruck.

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✓ Comment: Virtually the entire production of galvanized iron at Krems formerly went to Yugoslavia.)

✓ 200 cubic meters, or 8 to 10 carloads, of ^{logs} ~~round~~ timber (Rundholz) from the Soviet-controlled estate at Allentsteig to the Lenzinger Zellwolle- und Papier Fabrik A.G. in Upper Austria.

40 carloads of pulp wood (Schleifholz) from Allentsteig to the Zellulose-Fabriks A.G. St. Michael in Hinterberg near Leoben, Styria.

✓ 1,100 tons of coal dust from the mines at Gruenbach, am ^{neberg} ~~Schnenberg~~ Lower Austria, to the cellulose factory in Hinterberg.

5 carloads of pipe fittings from Stahl- und Temperguss A.G., Traisen, Lower Austria, to Mannesmannroehren- und Eisenhandel A.G., Graz.

3) Transit shipments to or from Western Europe

40 railroad tank cars of diesel oil from Maszoval in Szony, Hungary, to Basel, Switzerland.

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M ~~Moscow~~, Holland. The crates were marked "Special packing for re-shipment to South Africa."

About 15 carloads of corn and dried beans from Masped, Budapest to Belgium. This is a seasonal shipment, averaging two to three carloads a day.

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About 18 carloads of livestock from Switzerland to the USSR on 23 October 1948. (Comment: This is the second such livestock shipment; the first was reported above.)

b. USSR via Mukachevo

34 tons, or 3 carloads, of rayon thread from Glanzstoff-Fabrik, St. Poelten.

20 electric motors, having a total weight of 16 tons, from Siemens-Schuckert, Siemensstrasse 88, Vienna XXI.

105 threshing machines with motors, each weighing 900 kgs., from Hofherr & Schrantz.

36 tons of heavy plywood (panel plates) from Kloesterneuburger Holz-industrie, A.G.

40 match-tipping machines, having a total weight of 26 tons, from J. M. Voith in St. Poelten. This shipment was insured for 200,000 schillings.
8 electric motors, total weight 4.8 tons, from AEG-Union, Vienna.

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20 crates containing winches (or parts thereof), each crate 1800 kgs., from Waagner-Biro A.G., Vienna. (Comment: for further details on these winch shipments.)

20 crates of winches, or winch parts, from Wiener Brückenbau A.G.

20 diesel motors, weighing 400 kgs. each, from Austro-Fiat, Vienna XXI.

c. By plane to Moscow

The following instruments produced by the Goerz optical plant were sent to Moscow by plane from the Voeslau airfield in Lower Austria.

130 milliammeters, net weight 75 kgs.

125 millivoltmeters, net weight 362 kgs.

25 millivoltmeters, net weight 72 kgs.

90, ~~milliammeters~~ ^{resistors} (Nebenwiderstaende).

d. Hungary

100 tons of soft lead from a warehouse at Tolbuchinstrasse 96, Vienna X, to Masped, Budapest.

100 tons of newsprint from the Croellwitz-Obermuehl paper mill to Masped.

2,000 cubic meters of pit props from the Soviet-controlled estates near Lackenbach, Burgenland, and Greinburg, ^{Lower} Austria, ^{Styria} and Dorog in the magnesite mining area.

e. Yugoslavia

4 carloads of cellulose from Zellulose-Fabriks A.G. St. Michael in Hinterberg, near Leoben, Styria, to an unknown destination in Yugoslavia.

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property without an export license. ~~Comment:~~ It is noted above, in the section "Juschmeschtrans shipments to Western Austria," that 40 carloads of pulp wood (Schleifholz) were shipped to Hingerberg. USIA receives cellulose in return, which it sells to Yugoslavia.)

3 carloads containing 11 tons of iron parts for mine shaft ~~supports~~ ^{supports} (Schachtpanzerung) to the hydro-electric plant in Maribor.

f. Germany

25 tankcars containing 45 tons of transformer oil from OROP in Vienna II to Berlin, Ober-Schoenweide, Staatliche Elektroindustrie.

30 tons of motor oil and 10 tons of transformer oil from OROP to Kaustik Company, Bitterfeld.

g. Czechoslovakia

390 tons of newsprint from the USIA warehouse in Strebersdorf to the Tschecho-Slavia Company, f.o.b. Ceske-Velenice. The newsprint came from Croellwitz-Obermuehl and the purchase was made by one Mr. THORN.)

30 tons of buna rubber

520 tons of newsprint

114 tons of cellulose from the USIA warehouse in Enzesfeld to Tschecho-Slavia.

40 carloads of structural steel obtained from dismantling operations at the Ostmarkische Motorenwerke to Zlin and Velke Bielice. The shipment consisted of parts of building No. 3 which is being dismantled by the firm of Hachmann, Vienna, Prinz Eugenstrasse. Shipment was made from Wiener Neudorf. ~~Comment:~~ The plant being dismantled is probably the Flugzeug-Werke Ostmark in Moedling.)

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4 carloads containing 85 cubic meters of ~~Round timber~~ ^{Round timber} (Rundholz) from the Soviet-controlled forests near Grein, ~~Lower Austria~~ ^{Lower Austria}, to Horni Dvoriště.

h. Shipments via DDSG

10 commercial washing machines, weighing 800 kgs. each, from Strakosch and Böhmer.

2,000 pitchforks with handles from the Wilhelm Abt firm in Wopfung.

114 electric motors, having a total net weight of 10 tons, from AEG-Union, Vienna.

16 transformers, weighing 600 kgs. each, from AEG-UNION.

14 electric motors, having a total weight of 3.6 tons, from Siemens-Schuckert, Vienna XX, Engerthstrasse.

5 electric motors, total weight 3.7 tons, from Siemens-Schuckert, Engerthstrasse plant.

2 carloads containing 20 tons of pipe fittings from Stahl- und Temperguss A.G. at Traisen, Lower Austria.

20 transformers, each weighing 600 kgs., from Siemens-Schuckert, Vienna XXI, Siemensstrasse 88.

7.8 tons of steel files from the St. Aegyder Eisen-und Stahlwerke, Lower Austria.

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✓
Since July 1948, all Juschneschtrans shipments of Soviet goods by rail or water to the USSR, Germany, and other countries have been insured against fire and theft by the Ost-Europäische Versicherungsgesellschaft. Juschneschtrans has deposited a large advance payment with this company from which premium charges are deducted monthly. Premiums have amounted to 100,000 to 200,000 schillings monthly. Juschneschtrans receives a 20 percent ~~revenue~~ ^{share} on all insurance charges. Comment: Another independent source, of unknown reliability, reported in August 1948 that the East-European Insurance Company of Budapest, which had recently established an office in Vienna I, Stalinplatz, represented a Soviet attempt to consolidate into a single company all branches of German insurance companies in the Soviet ~~Zone~~, which the Soviets had claimed as German assets. No further details were provided as to the organization and activities of this new Soviet insurance company, except that Director MENZER, public administrator of the German Aachener-Muenchner Fire Insurance Company, had taken an active part in the Soviet planning and had attended a conference in Budapest for this purpose

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_____ were held responsible for thefts.)

Scrap Iron

As of 1 October 1948, a total of 40,800 tons of scrap iron belonging to USIA had been shipped from Austria to Trinec, Czechoslovakia, since 1 January 1948,

Comment: See paragraph 6, _____

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